

**SOUND TRANSIT  
STAFF REPORT**

**MOTION NO. M2003-53**

**Supplemental Agreement with WSDOT for Eastgate  
Preliminary Engineering and Environmental Documentation**

<b>Meeting:</b>	<b>Date:</b>	<b>Type of Action:</b>	<b>Staff Contact:</b>	<b>Phone:</b>
Finance Committee	5/15/03	Discussion/Possible Action	Agnes Govern, Director, Regional Express <b>Jim Edwards, Program Administrator, Regional Express</b> Paul Cornish, Project Manager, Regional Express	(206)398-5037  (206)398-5436  (206)398-5342

<b>Contract/Agreement Type:</b>	✓	<b>Requested Action:</b>	✓
Competitive Procurement		Execute New Contract/Agreement	
Sole Source		Amend Existing Contract/Agreement	✓
Memorandum of Agreement		Contingency Funds Required	
Purchase/Sale Agreement		Budget Amendment Required	

✓ Applicable to proposed transaction.

**OBJECTIVE OF ACTION**

To supplement an existing agreement with the Washington State Department of Transportation (WSDOT) necessary to complete the preliminary engineering and environmental documentation (PE/ED) phase of the Eastgate HOV Direct Access Ramp project.

**ACTION**

Authorizes the Executive Director to execute an amendment to the PE/ED agreement with WSDOT (GCA #2263) for the Eastgate HOV Direct Access Ramp Project for the completion of PE/ED in the amount of \$246,786 with a 10% contingency of \$24,679 for a total of \$271,465, and a new total authorized contract amount not to exceed \$589,465.

**KEY FEATURES**

- Provides the Finance Committee with a project status report, including support by the City of Bellevue, WSDOT, and Sound Transit for change in the project scope from an HOV direct access project to a transit-only direct access project.
- Describes the proposed scope, schedule, and budget for completing the PE/ED phase.

## **BUDGET IMPACT SUMMARY**

Project Description: Eastgate HOV Direct Access Ramp Project.

Current Status: PE/ED phase.

Projected Completion Date: 2006.

<b>Action Outside of Adopted Budget:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
This Line of Business	N	
This Project	N	
This Phase	Y	This action together with prior commitments will result in a shortfall of \$555k in the preliminary engineering phase of the project. Funding will be restructured in the proposed 2004 budget to more closely align budget to project phase activity.
This Task	N	
Budget amendment required	N	
<b>Key Financial Indicators:</b>	<b>Y/N</b>	<b>Y Requires Comment</b>
Contingency funds required	Y	Sufficient unallocated project contingency is available to fund this action.
Subarea impacts	N	
Funding required from other parties other than what is already assumed in financial plan	N	

N = Action is assumed in current Board-adopted budget. Requires no budget action or adjustment to financial plan

## **BUDGET DISCUSSION**

The 2003 adopted budget for the PE/ED phase of this project is \$2,169,000. To date \$2,452,371 has been committed including the WSDOT agreement in the amount of \$318,000, a consultant design contract of \$2,021,910, and \$112,461 for other preliminary engineering related work. The revised PE/ED amount, which includes this action, is 9.3% of the construction amount. This percentage is within the normal range for this type of project.

Approximately \$75,000 will be transferred from the existing HNTB PE/ED contract. The existing design consultant contract will be modified to reflect the reduction in the project scope.

There has been an existing PE/ED phase shortfall in the amount of \$236,836, since the 2003 budget adoption. This action for \$271,465, together with prior commitments, results in a phase budget shortfall of \$554,836. The contingency phase contains sufficient, unallocated budget to fund this action without jeopardizing other project elements that will need to be funded out of the overall project.

Consistent with the Sound Transit Board budget policies, this phase shortfall will be depicted as a negative variance until the 2004 budget is adopted. At that time, sufficient unallocated project contingency can be reallocated to the PE/ED phase to align budget amounts with project phase activity. After this action, the available project contingency will be reduced from \$2,419,000 to \$1,864,164 and will equate to 5% of the total project budget.

## REVENUE, SUBAREA, AND FINANCIAL PLAN IMPACTS

The proposed action is consistent with the current Board-adopted total project budget and is affordable within Sound Transit's current long-term financial plan and the subarea financial capacity.

### SUMMARY FOR BOARD ACTION

Action Item: WSDOT Agreement for I-90 @ Eastgate HOV Project (#160)

	2003 Adopted Budget (A)	Committed To Date (B)	This Action (C)	Total Committed & Action (D)	Uncommitted (Shortfall) (E)
Agency Administration	2,426	1,975	-	1,975	451
Preliminary Engineering	2,169	2,452	271	2,724	(555)
Final Design	2,352	0.5	-	0	2,352
Right of Way	375			-	375
Construction	29,167	234	-	234	28,933
Contingency	2,419	-	-	-	2,419
<b>Total Current Budget</b>	<b>38,908</b>	<b>4,662</b>	<b>271</b>	<b>4,934</b>	<b>33,974</b>

#### Phase Budget Detail - Preliminary Engineering

Design Work	2,169	2,452	271	2,724	(555)
<b>Total Phase</b>	<b>2,169</b>	<b>2,452</b>	<b>271</b>	<b>2,724</b>	<b>(555)</b>

Contract Budget	Approved Contract Value (F)	Spent to Date (G)	Proposed Action (H)	Proposed Total Contract Value (I)
WSDOT	318	199	247	565
Contingency	-	-	25	25
<b>Total</b>	<b>318</b>	<b>199</b>	<b>271</b>	<b>589</b>
Percent Contingency Remaining	0%		10%	4%

#### Budget Shortfall

Level	\$ (J)	Potential Revenues (K)	Funding Source (L)
Preliminary Engineering Phase	(555)	555	Contingency phase

Note: Commitments include actual payments, commitments and contract contingency as of April 24, 2003 (HQ).

## M/W/DBE – SMALL BUSINESS PARTICIPATION

This work will be performed by WSDOT. If WSDOT decides they will subcontract any of the work under this contract amendment, they will administer it in accordance with their M/W/DBE and small business program. WSDOT will notify and provide subconsultant names, type of work, and percent of work if they decide to utilize subconsultants on this contract.

The current HNTB M/W/DBE percentage will not be significantly affected by the contract modification.

## HISTORY OF PROJECT

### Prior Board or Committee Actions and Relevant Board Policies

Motion or Resolution Number	Summary of Action	Date of Action
M2000-54	Executed a contract with the Washington State Department of Transportation for the preliminary engineering and environmental documentation for Eastgate Direct Access Project	7/6/00
M2000-53	Executed a contract with HNTB for the preliminary engineering and environmental documentation for Eastgate Direct Access Project	7/6/00

The I-90 at Eastgate Direct Access project provides for the construction of a direct access ramp serving the Eastgate Park-and-Ride Lot. It is intended to provide convenient transit access between the I-90 HOV lanes and the Eastgate Park-and-Ride Lot via the 142nd Place SE bridge and connecting streets increasing transit speed and reliability.

This amendment to the existing WSDOT agreement is required to provide additional funds to allow WSDOT to continue to review and participate in environmental documentation and preliminary engineering work performed by Sound Transit's consultant, to participate in project management team meetings, and to perform certain design efforts. Design work by WSDOT will entail detailed technical analysis including traffic, geotechnical, and value engineering. A scope of work and fee proposal for the plans, specifications, and estimates (PS&E) phase also will be defined as part of the work authorized by this amendment, with the intent to move as quickly as possible into advertising and procuring a consultant to provide PS&E services. This action is being recommended with the intention of reducing the remaining project schedule and getting to construction as early as possible to recoup delays encountered in PE/ED.

This project is defined in Sound Move as an HOV direct access, which can include transit as well as carpools and vanpools. PE/ED work was initiated in the fall of 2000 based on this definition. A Project Management Team (PMT) composed of the City of Bellevue, Sound Transit, and WSDOT identified three alternatives for providing the full HOV direct access connection (to include transit and carpools) at the 142nd Place SE bridge ranging in costs from \$32.9 million to \$41.5 million. This exceeded the available construction and contingency budget of \$32 million with the higher cost alternatives including widening of the 142nd Place SE bridge and extensive improvements to local roadways. As a consequence, about 12 months of additional time and effort was required to work through alternative design options to bring the project within budget.

In the fall of 2002, the Executive Committee endorsed staff's approach to proceed with the direct access ramps without widening the 142nd Place SE bridge. At the November 21, 2002, Finance Committee meeting, Motion No. M2002-117 was presented to increase funding to the existing WSDOT contract for completion of PE/ED. No action was taken based on the City of Bellevue's concerns with the proposed improvements. Sound Transit staff was directed to reach consensus on a preferred alternative that addressed the city's concerns.

In March 2003, an agreement was reached with the City of Bellevue and WSDOT to construct a transit-only direct access project that will not preclude future widening of the 142nd Place SE

bridge or negatively impact connecting roadways. This alternative eliminates widening of the 142nd Place SE bridge as part of Sound Transit's project and is expected to greatly reduce the need for local roadway improvements.

The change in scope from HOV access to transit-only access is supported by the Board policy adopted by the Board in November 1998 (Motion No. M98-87) regarding HOV Direct Access ramp projects. This policy establishes a hierarchy of the elements considered for inclusion in an HOV direct access project, identifying regional and local transit service as the primary consideration for determining the location and configuration of direct access projects. The policy states carpools and vanpools will be considered and included depending upon the number of vanpools/carpools benefiting from the improvement with appropriate weight placed on cost and benefit. Changing the I-90 at Eastgate project scope to transit-only is consistent with this policy.

### **REGIONAL PARTNERSHIP AND COORDINATION**

Sound Transit will continue to coordinate with the City of Bellevue, King County Metro, and WSDOT through the design and construction of this project.

### **PUBLIC INVOLVEMENT**

Sound Transit will continue to conduct an extensive community outreach effort to include stakeholder meetings, newsletters, open houses, public workshops, and website updates.

Community outreach for the design and permitting of this project will focus on transit users, surrounding businesses, and local officials in the planning/design of the project. Outreach will focus on establishing programming needs, providing options for community reaction, and providing feedback to enable user needs and community input to shape the ultimate design.

### **LEGAL REVIEW**

MB 5/5/03

## **SOUND TRANSIT**

### **MOTION NO. M2003-53**

A motion of the Finance Committee of the Central Puget Sound Regional Transit Authority authorizing the Executive Director to execute an amendment to the existing Washington State Department of Transportation agreement for the preliminary engineering and environmental documentation of the Eastgate HOV Direct Access Ramp in the amount of \$246,786 with a 10% contingency of \$24,679 for a total of \$271,465 and a new total authorized contract amount not to exceed \$589,465.

#### **Background:**

This amendment to the existing Washington State Department of Transportation (WSDOT) agreement (GCA #2263) is required to provide additional funds to allow WSDOT to continue to review and participate in environmental documentation and preliminary engineering work performed by Sound Transit's consultant, to participate in project management team meetings, and to perform certain design efforts. Design work by WSDOT will entail detailed technical analysis including traffic, geotechnical, and value engineering. A scope of work and fee proposal for the plans, specifications, and estimates (PS&E) phase also will be defined as part of the work authorized by this amendment, with the intent to move as quickly as possible into advertising and procuring a consultant to provide PS&E services. This action is being recommended with the intention of reducing the remaining project schedule.

In March 2003, an agreement was reached with the City of Bellevue and WSDOT to construct a transit-only direct access project that will not preclude future widening of the 142nd Place SE bridge or negatively impact connecting roadways. This alternative eliminates widening of the 142nd Place SE bridge as part of Sound Transit's project and is expected to greatly reduce the need for local roadway improvements.

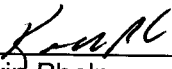
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#### **Motion:**


It is hereby moved by the Finance Committee of the Central Puget Sound Regional Transit Authority that the Executive Director to execute an amendment to the existing Washington State Department of Transportation agreement for the preliminary engineering and environmental documentation of the Eastgate HOV Direct Access Ramp in the amount of \$246,786 with a 10%

contingency of \$24,679 for a total of \$271,465 and a new total authorized contract amount not to exceed \$589,465.

APPROVED by the Finance Committee of the Central Puget Sound Regional Transit Authority at a regular meeting thereof held on May 15, 2003.

  
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Kevin Phelps  
Finance Committee Chair

ATTEST:

  
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Marcia Walker  
Board Administrator